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fishing news

July 7, 1978 No. 3386 Est. 1913 20p

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HERRING R.I.P.

BRITISH FISHERMEN broke a thousand-year link with herring on Thursday. And the stock could Rest In Peace for up to five years as the result of a ban on Scottish west coast fishing announced by Minister John Silkin. With the North Sea closed, the only tiny stock of herring to escape some of the firmest conservation measures in the history of fishing is that in the Clyde — 4,000 tons.

The failure of the EEC to agree on a Common Fisheries Policy has forced Mr. Silkin to introduce a conservation package which also affects white fish inside the British 200-mile zone.

This consists of:
 ● A ban on all direct fishing for herring within UK fishery limits off the west of Scotland (ICES area VIa) with the exception of the Clyde stock, to come into effect on July 8, 1978.

● A reduction in the maximum permitted by-catch of protected species in small-mesh fisheries from 20 per cent to ten per cent by weight, with the exception of nephrops fisheries, to come into effect within UK limits on July 11, 1978.

● An extension for the period from October 1 to March 31 of the eastern boundary of the current prohibited area for Norway pout fishing from the Greenwich meridian to 2 deg. east in waters under UK sovereignty or jurisdiction.

● The prohibition in all waters within UK fishery limits of the use of nets of less than 70 mm. mesh for



"We back the ban" — Gilbert Buchanan, president of the Scottish Fishermen's Federation.

fishing for nephrops from November 1, 1978.

The announcement came with the rider that more conservation measures are being contemplated. These would include further enforcement on minimum mesh sizes, the limiting of more than one mesh size on a boat and the regulation of herring fishing in the Irish Sea.

One of the big fears is that the herring ban may provoke some reaction from Norway. As *Fishing News* went to press Minister John Silkin was returning from Norway, where he had ostensibly

been looking at fish management.

During his visit Mr Silkin was expected to meet Norwegian Minister of Fisheries Mr. Bolle.

One gleam of hope on herring came from a symposium organised by ICES at Aberdeen. Dr. Roger Bailey of the Marine Laboratory, Aberdeen, said that there was signs of North Sea herring stocks "on the upturn."

It was not known how long the process would take to become really effective but, Dr. Bailey said that a great deal of research had been done.

'Not enough'

"UNPLEASANT MEDICINE" was how chief — executive of the Scottish Fishermen's Federation, David Aitchison, described the herring ban. While backing the white fish measures, he felt they did not go far enough in some cases.

"I was disappointed to see that the post box had not been extended 61 deg. North. This would have protected the Shetland grounds," he said. He also expressed hopes that there would be some compensation for west coast herring fishermen by opening up areas of the North Sea.

"Last year we did not take our full quota on the west coast and this year we are only a quarter way into the quota," he pointed out.

Worried about the reaction of Norway to the ban, Mr. Aitchison felt that there should be some measure of compensation by allowing them more mackerel and sprats in the British zone.

Mr. Silkin was also a target of criticism for the British Fishing Federation for not going far enough. It had expected a "one-net" rule on vessels in the UK zone. Mr. Silkin had only gone as far as to say that this measure was "under consideration."



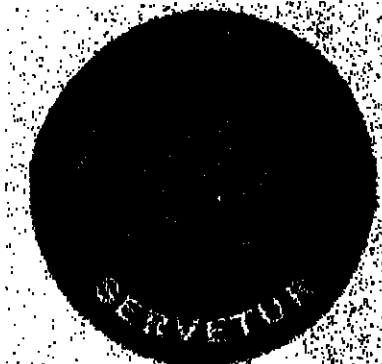
Open North Sea...

A BAN on the west coast stock was the only way to save herring. Now we should give some serious consideration to opening up the North Sea, said Dr. Lyon Dean, chairman of the herring industry Board.

To make the opening of the North Sea worthwhile, we would need 45,000 tonnes of herring. "It's just not worth it if we are only going to get a nine per cent share," he said.

There were still aspects of conservation which were giving some concern, pointed out Dr. Dean. "I am not happy about the scientific monitoring of stocks. There are still signs of political pressure on scientists. I also have doubts about the surveillance of catches."

"Herring must be conserved" — this belated appeal from the Herring Industry Board appeared in the form of a lapel badge.



Scots back Silkin

STRONG BACKING for the Government's conservation measures came from the man known as "Mr Herring" in Scotland. President of the Scottish Fishermen's Federation, Gilbert Buchanan said our fishermen are firmly behind the stand taken by Minister John Silkin.

"I only wish the herring ban could have been brought in three months earlier."

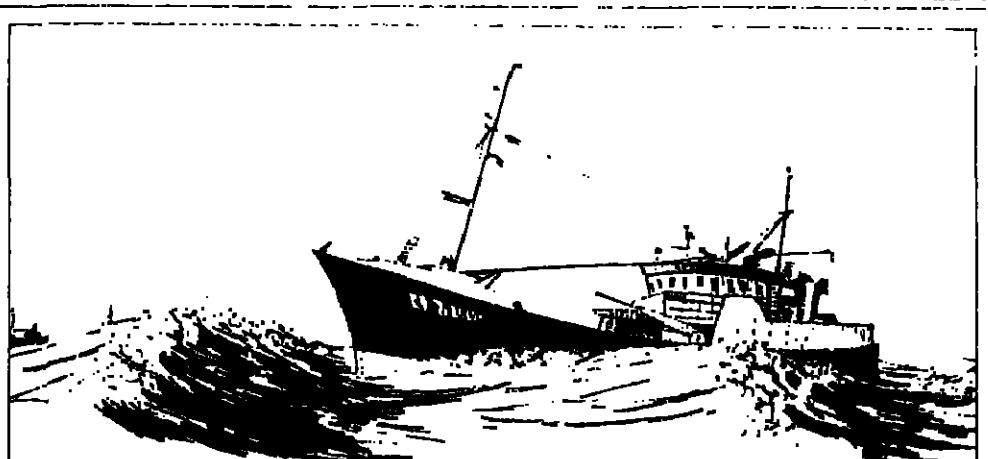
Accepting that the ban was going to cause a lot of problems for fishermen.

Mr Buchanan hoped that it would not have to be too long before small areas could be opened up just to keep some of the boats ticking over. This was especially necessary in the North Sea, off Scotland, and Northumberland.

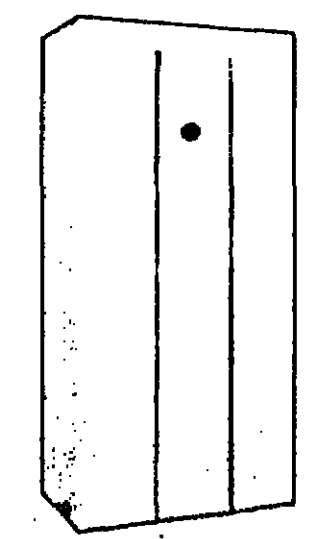
"The ban has now put the pressure on our

continental partners. Let's hope they react to it by getting down to a sensible policy on fishing," he said.

Although he has been a regular commuter to Brussels, Mr. Buchanan did not sound too optimistic about future negotiations. "We will never get a deal from the EEC that is satisfactory to the needs of the British fishing industry," he said.



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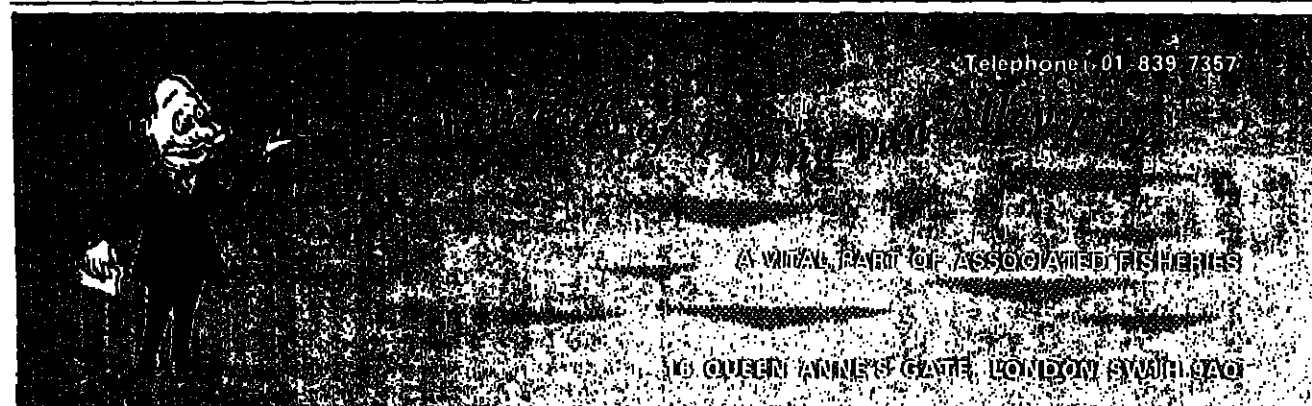
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TEN YEARS OF DECLINE

Catches of herring (thousand tons) west of Scotland, 1968-1977

COUNTRY	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977
BELGIUM	1,124	860	1,100	850	800	800	800	800	800	800
DENMARK	1,124	860	1,100	850	800	800	800	800	800	800
FRANCE	1,124	860	1,100	850	800	800	800	800	800	800
GERMAN DEM. REP.	1,124	860	1,100	850	800	800	800	800	800	800
GERMAN FED. REP.	1,124	860	1,100	850	800	800	800	800	800	800
IRELAND	1,124	860	1,100	850	800	800	800	800	800	800
NETHERLANDS	1,124	860	1,100	850	800	800	800	800	800	800
NORWAY	1,124	860	1,100	850	800	800	800	800	800	800
POLAND	1,124	860	1,100	850	800	800	800	800	800	800
SWEDEN	1,124	860	1,100	850	800	800	800	800	800	800
UK	1,124	860	1,100	850	800	800	800	800	800	800
USSR	1,124	860	1,100	850	800	800	800	800	800	800
TOTALS	100,000	124,012	79,004	32,828	18,140	24,000	24,000	24,000	24,000	24,000

How politics smashed the herring



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Now, let's look at you. Yes. I see. Oh dear. Not exactly skeletal, are we sir? No sign of anorexia there, eh? Could afford to lose quite a little of that, couldn't we? But not to despair, Mr. Bennett, we shall all join together to do our best for you while you are here. Can't promise anything, of course, but we shall try to help you lose that middle-age spread and restore those dreadful sagging muscles. I know we can't always win, but we'll fight the good fight.

Right, Mr. Burnett, over you go on your front. Let your arms flop down over the side of the table. That's it. Perfect. Remember to relax while I massage. What are you on, sir? Dining Room or Light Diet? Oh no, sir! Not the Water Treatment! How awful! Poor old you! You must feel terrible. Do try and stick it out for the next few days. You'll be on prunes and yoghurt before you know where you are. And feeling lovely and slim. No really, sir, you just won't recognise that tummy by the end of your fortnight. A week? Oh, what a pity! We shall just be seeing the benefit of all our work when you'll be up and away.

Couldn't you stay a few more days? Oh dear, what a pity. But isn't there someone to look after your work, while you are here trying so hard to get your poor body into reasonable shape? Really? I suppose that's the big problem for you International businessmen. Worried about what's going on while you're away.

Oh, well, that's something, sir. But can one expect an old head on young shoulders? I mean, I presume she's young? Yes, I rather thought she might be. I just hope you won't find utter chaos when you return to the corridors of power. Turn your head to the other side, please sir. Fine. And relax, Mr. Bennett.

Are you a Banker, sir, or perhaps a Stockbroker? Well, you rather look as though you might be. We can generally tell, you know. When we see gentlemen here with muscles wasting and sagging, and slightly going to pot, if you'll pardon the frankness, sir, we usually know that they take little exercise, spend their days sitting at a desk, and their nights drinking it up round the roulette table.

Beg your pardon, sir? I didn't quite catch. Did you say fish? Really? How very unusual! We seldom get a fishmonger at Forest Mere. You're quite probably the first. Certainly my first. But then, as Mum says, it takes all sorts. Do relax, please sir. We did have the Earl of Sussex here last month. A very aristocratic gentleman. An angler, I believe. Not quite the same thing, is it? I mean, it's not quite so commercial. More for the sport of it, really.

Did you happen to mention this when you wrote for a room? No? I thought not. Perhaps it would have been wiser and more honest to have done so. Oh, no sir, no. Of course it wasn't your fault. Reception should have asked you when they confirmed your booking. Do try to relax, please Mr. Barratt.

I beg your pardon sir? Hurting your neck? I must say I've never been accused of that before! And I have been massaging gentlemen for many years. Professional gentlemen, right up to Chairmen of great public Companies. Knights of the Realm, Members of the Royal Household and many Lords and aristocrats.

I see, sir. I am sorry you seem not to be satisfied with my work. May I respectfully suggest that you make a formal complaint to Reception, sir. It will be the first complaint lodged against me since I started massaging gentlemen at this Health Clinic. ... fish!

Mr. Barratt of Forest Mere

THE UNILATERAL ban imposed on fishing for herring off the Scottish west coast grounds brings to an end a decade of historically high catches.

The traditional stock of herring in the area which spawned annually is estimated to have been in the region of 150,000 to 200,000 tons.

A spawning stock of this size sustained a catch of around 70,000 tons in the mid 1960s.

Around this time, however, recruitment to the stock was heavy and led to a substantial increase in the number of spawning fish. This in turn led to an increase in the number of fish which could be caught without damaging the stock.

The first marked increase in landings occurred in 1966 when the catch rose to 92,000 tons, compared with 66,000 tons in the previous year. Recruitment to the stock remained good throughout the late 1960s and early 1970s; this enabled the catch to rise from over 100,000 tons in 1968 to almost 220,000 tons in 1971.

So, in a four-year period, landings of herring from west of Scotland grounds more than doubled.

One of the main reasons for this dramatic increase in catches was the entry of Norway to the fishery. Whereas in 1968 Norwegian vessels did not participate in the west coast herring fishery, in 1971 Norwegian vessels were responsible for catching almost 77,000 tons.

The participation of Norwegian vessels and their high catches can partially be explained by the failure of the Atlantic-Scandinavian herring fishery and the diversion of high technology purse seiners to the Scottish west coast.

Herring catches in 1972 fell to slightly less than 182,000 tons and the country whose catch suffered the biggest fall was Norway, which caught less than 18,000 tons. Throughout this period the UK catch had been growing steadily, reflecting the greater effort being devoted to the fishery and the introduction

of purse seiners to the Scottish fleet. In 1973 a new peak of 248,000 tons was recorded and UK landings also reached a high of almost 121,000 tons.

By this time it was becoming obvious to scientists and many fishermen that the west coast herring stock was being overfished. Despite this, the advice given by biologists, overfishing continued with NEAFC setting quotas at biologically acceptable levels for the sake of reaching agreement.

No matter how much the fish politicians say can be caught, only real fish can be taken from the sea. The continued overfishing since the early 1970s, coupled with a poor recruitment to the stock led to a reduction in the size of the spawning stock. This led to fewer adult fish being available for the catch which is reflected in the steady decline in landings since 1973.

In 1977 the off-take of herring from the west coast was less than 48,000 tons — only 20 per cent of the 1973 catch.

On the basis of the scientific evidence it appears that the spawning stock has returned to its 1966 level. So after a decade of investment in new vessels and processing plant, the herring industry is faced with a battle for its survival because of the reluctance of those responsible to set catch quotas at levels compatible with the continued existence of healthy fisheries.

Some of the blame may also be shouldered by the who encouraged the building of new and more powerful vessels despite the scientific evidence that the stock was in danger. And by the fishermen themselves, not just in Scotland, but in all the countries involved for putting pressure on their representatives to seek larger amounts of an ever diminishing resource.

It was to be hoped that the EEC Commission would adopt a more responsible attitude in accepting the advice of the TACs. In the case of the west coast herring, however, it recommended a TAC for 1978 of 48,000 tons, but the commission increased the catch quotas to 64,000 tons.

The experience of the past decade shows that advice can be taken of favourable environmental factors to develop a fishery.

It should always be borne in mind, however, that the factors can be reversed. If the interim irresponsible policies leading to gross overfishing are adopted, the result can be the virtual extinction of the fishery.

Fortunately for the west coast mackerel has provided an alternative fishery. It remains to be seen, however, whether the lessons of the past decade have been learned will the mackerel fishery remain viable not just for a decade but for as long as boats put to sea.

fishing news

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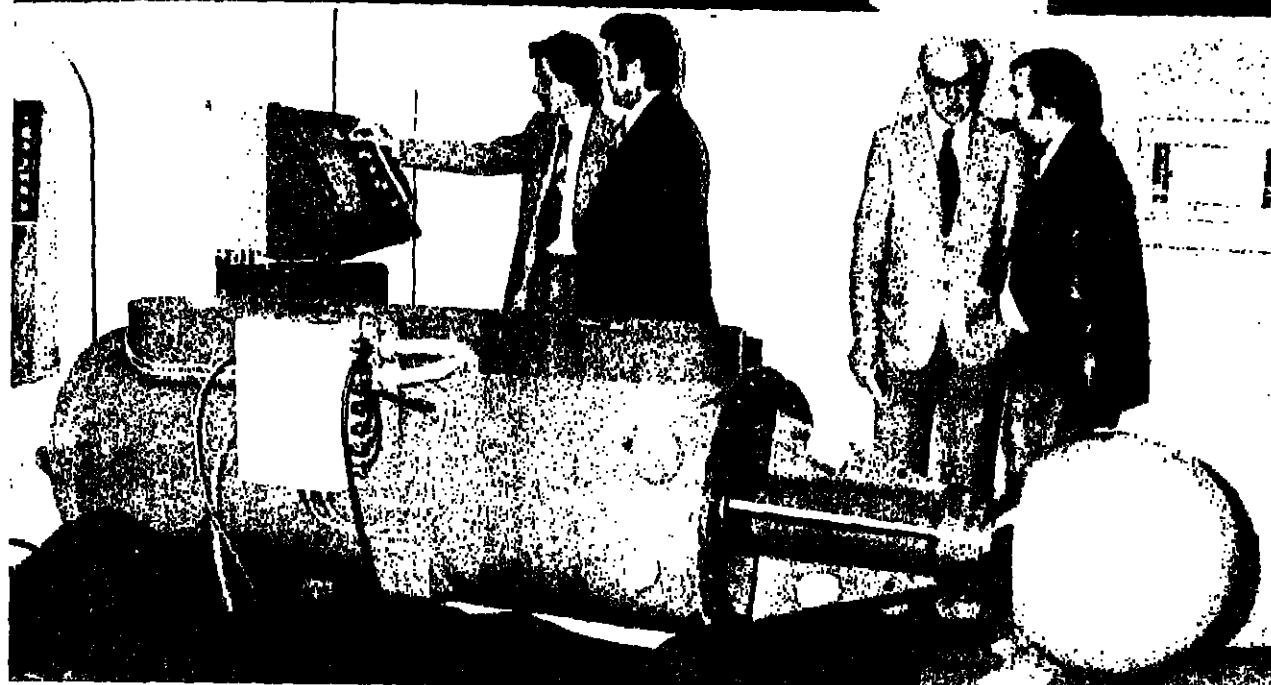
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The £1m fisher



GERMAN U-BOAT STUNS A SHOAL

GERMAN U-Boats are making a comeback — to hunt fish. Krupp Atlas, manufacturers of Atlas fishfinders, is marketing a £1m. revolutionary system of fishfinding and catching which is "confidently expected to make all other methods redundant."

"Flech U-Boat" (above) is an unmanned, remotely controlled submarine fitted with sonar and sounder transducers which record in the parent vessel. An operator in the latter, watching the "Flech U-Boat" on his own sonar, can either steer it (via VHF radio

link) into a shoal of fish or order the boat to operate automatically. In this mode it homes on to the target, its own sensors being employed to command a system of electrically-driven propellers via a Honeywell-type positioning system (the propellers are removed in our picture).

Krupp has made a special study of fish communication and developed an emitter — the white box on the side of the boat — which transmits the necessary noises as it moves in on the fish, which might otherwise be frightened off.

When in position in the middle of the shoal a very high frequency ultra sonic pulse is transmitted from the circular dome (right of picture) which stuns all fish within a radius of 400m. The fish float to the surface and are netted by the parent ship.

Prolonged tests have been carried out in the Baltic with excellent results. Enquiries are "most encouraging". Cost depends greatly on initial orders, but even at £1m the "Flech U-Boat" would pay for itself in 26 years.

Fleetwood opens door to Iceland

THE FIRST Icelandic trawler to land at Fleetwood since the cod war was due to arrive yesterday (Thursday).

The port is desperate for supplies and Fleetwood Fish Merchants' Association members have agreed to pay a levy to the lumpsum which had previously been paid by fishing vessel owners out of their "landing account".

The levy will be 9p per kit

and is seen as a temporary measure until the owners' landing account has recovered from losses incurred by subsidising French vessels to land at the port. Funds had also been hit by a strike at the port last year.

The decision to open up the port came after a series of meetings between the merchants, owners and lumpsums. Stressing the temporary nature of the arrangement, the president of the FFMA told Fishing News that

the owners' landing account could be in a better position in three months.

Of the three major English trawler ports, only Grimsby is still holding out against the Icelanders.

While chock-full with fish at present, this situation at Grimsby could alter later in the year as a fish scarcity is being predicted in some quarters.

The Icelandic boat to land at Fleetwood will be Dagny.

AID PLEA TO TEST NEW AREAS

FLEETWOOD owners are looking for financial aid to subsidise exploratory trips to middle water grounds.

They want to obtain up-to-date charting of certain west of Scotland grounds once worked by most of the local fleet. These have been neglected during the period the port depended mainly on distant water grounds.

This exercise is prone to big losses of gear as the number of wrecks have increased considerably since local steam trawlers found the area a happy hunting ground. With the high price of gear and the operating costs of modern stern trawlers, private firms are unable to finance such voyages.

two trips to the area. On her first voyage she made more than £20,000, but she fared much worse on her second.

Jim Cross, Marr's Fleetwood manager and also president of the Fleetwood Fishing Vessel Owners' Association, said that during talks on the future of the local industry at which all leading local groups were represented, they were asked why they could not catch as much as the French vessels landing at the port. Most of them are working the area concerned.

J. Marr and Son has sent the stern trawler Luneda on

knowledge of the grounds, but it took time. He said he would like to make at least six experimental voyages underwritten by Government or EEC money. This would guarantee owners, skippers and crew what they would earn on a good trip.

FRENCH TOP

THE French were top yet again at Fleetwood last week when the French stern trawler Pora Piron landed 850 kits, including an outstanding catch of 250 large haddock and 450 medium haddock. The landing sold for £24,680.

COMMENT

CONSERVATION OR DISTRACTION?

THERE has been little quibble with the latest package of conservation measures announced by Minister John Silkin. Indeed, the main reaction has been that the Government did not go quite far enough.

This is a remarkably brave stand on the part of British fishermen who, especially when it comes to herring fishing, will suffer most heavily.

Whatever is said about the herring ban, this is a self-inflicted wound. All along the Government has been urged by industry representatives that the shutdown on the west coast was essential.

To all intents and purposes the industry and government are as one; strong action on conservation was what the industry wanted, and this is what the Government gave.

For our part, the unusually responsive way the Government has reacted is looked at with some cynicism. We regard the conservation measures as an essential interim action. What we fear is that this latest move on conservation is being used as a distraction from the original aim of fishermen: a 50-mile limit.

Being grateful for small mercies, such as we have seen this week, can be dangerous. What must be remembered is that none of the high-powered action on conservation would have been necessary if the 50-mile limit had been achieved. This must still remain the top priority if fishermen are to have control over their destiny.

Only in this way can there be a planned diversification of fishing effort, instead of having everybody racing to knock the bottom out of mackerel when it arrives.

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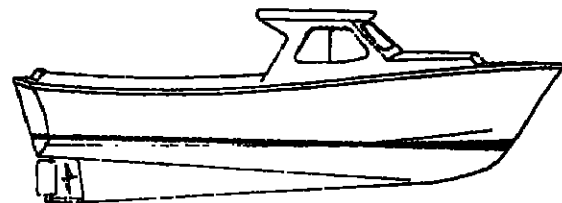
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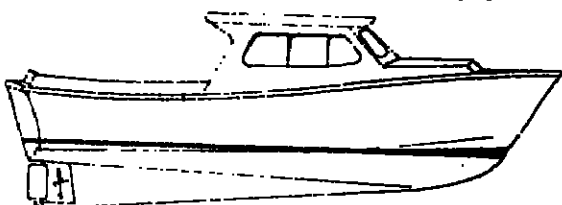
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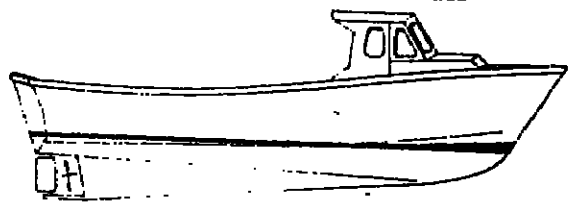
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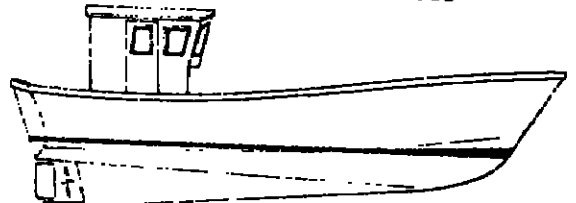
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ROYAL VISIT TO THE HUMBER

Prince to see the fleets he protected

PRINCE CHARLES is to make a whistle-stop tour of the Humber fishing ports of Grimsby and Hull on July 18.

It is understood the Prince, who once commanded the minesweeper HMS Bronington on fisheries

protection work, specially asked to visit both ports as part of a fact-finding tour of the major fishing centres in Britain.

The Prince will begin on the north bank of the Humber with an early morning 'walkabout' on Hull's Albert Dock, where he will watch bobs at work and the fish auctions.

After breakfast he will tour other parts of Hull, including a visit to the Hull Town Docks Museum in central Hull. Shortly before mid-day he will go by helicopter across the Humber and is due to land in the grounds of the

Grimsby College of Technology.

In the afternoon he will visit fishing vessels berthed on Doughty's Jetty and tour one of the Ross Group's fish processing factories. He will have tea in Grimsby Town Hall with the Mayor, Marjorie Elliott, before leaving.

The royal visit has been well received by fishing chiefs on both banks and is bound to create considerable interest.

However, there were some objectors in Grimsby — notably among fish merchants with businesses adjacent to the royal fish dock route.

One merchant told *Fishing News*: "Don't think we'd be anything against the lad. He would be more than welcome to a bass of fish off us anytime, it's just the hullabaloo that goes with these visits."

"I feel sorry for the lad because he'll only get shown what he's meant to see and not an industry struggling for survival."

"The average day tripper from Cleethorpes who comes for a stroll around the docks goes home with a better idea of what things are really like down here than Prince Charles can hope to."

...and port loses a Prince

GEORGE PRINCE Snr., salesman with the Stornoway Fish Selling Co. for the past 30 years, retired last weekend.

"Princy", from Frome in Somerset, joined the company in 1947. At an informal ceremony Skipper Roddy Maciver of *Golden Sheaf* handed over a wallet of notes from the fishermen of the local fleet and, on behalf of the office staff, Sandy Bruce handed over a set of golf woods, putter, golf balls and a sports bag.

A keen golfer, Princy plans to spend more of his spare time on the course.

Seen left to right are: George Prince, junior; Norman

MacDonald, representing Kenneth MacLennan (Oils) Ltd; Sandy Bruce; Hector Ingram; George Prince Snr.; Roderick Maciver; Marion MacLeod; and Skipper Donald MacKenzie of *Providence*.

He succeeds Captain David Stevenson, Whitty's harbourmaster for the past 14 years, who is leaving to take-up a post as a marine pilot in Saudi Arabia.

A native of Hull, Captain Cook began seafaring in 1940 as a cadet with the Royal Mail Line.

Before moving to Whitty he served as a navigator on the Hull trawler *Cresar* when the vessel was carrying out experimental fishing between Greenland and Newfoundland.

Captain Cook's successor as deputy harbourmaster will be Captain Noel Jameson, the port's dredger master for the last 17 years.

Captain Jameson will be replaced by the present master of the dredger, John Dickenson.

Anglers dive in ramming

FIVE anglers in an anchored boat were settling down to a quiet Sunday's sport when a Brixham-based trawler came straight at them.

Despite their frantic signals, the trawler ploughed into the stern of the boat and split her in two, magistrates at Saltash, Cornwall, were told last week.

The collision led to Alan Nicholson, skipper of the trawler *Pecoso II*, being fined £150 with £85 costs after he pleaded guilty to failing to proceed at a safe speed and to not maintaining a proper look-out.

Ronald Malbey, prosecuting for the Department of Trade, said Petty Officer David Cuthbert — a man with 13 years' RN experience — was fishing with four friends in *Venture*, a converted ship's lifeboat, four miles off Rame Head.

They had just settled down to fish when they saw the trawler heading straight for them. Two of the anglers jumped on the cabin roof and waved frantically.

When the trawler was only 25 yards away and still steaming at nine or ten knots, one of the anglers yelled: "Dive for safety!"

Seconds later, the trawler split *Venture* in two when she

went straight into her stern.

One of the anglers was dragged under, but managed to get to the surface. All five were picked up.

Mr. Malbey said: "Luckily there was no loss of life, but according to the owner, £7,000 worth of tackle and equipment was lost."

Skipper Nicholson claimed that he followed normal look-out procedure, but "just

didn't see" *Venture* there.

Kenneth Scroggs, defending, said *Venture* probably looked like a black shadow on the water to Skipper Nicholson.

"The wind was against him, the sun was right in his eyes, and the boat was painted black," he said.

"This totally unexpected accident is one of these things that do happen at sea."



MacDonald, representing Kenneth MacLennan (Oils) Ltd; Sandy Bruce; Hector Ingram; George Prince Snr.; Roderick Maciver; Marion MacLeod; and Skipper Donald MacKenzie of *Providence*.

New harbourmaster

WHITBY is to have a new harbourmaster — Captain Gordon Cook, deputy harbourmaster at the port since 1980.

He succeeds Captain David Stevenson, Whitty's harbourmaster for the past 14 years, who is leaving to take-up a post as a marine pilot in Saudi Arabia.

A native of Hull, Captain Cook began seafaring in 1940 as a cadet with the Royal Mail Line.

Before moving to Whitty he served as a navigator on the Hull trawler *Cresar* when the vessel was carrying out experimental fishing between Greenland and Newfoundland.

Captain Cook's successor as deputy harbourmaster will be Captain Noel Jameson, the port's dredger master for the last 17 years.

Captain Jameson will be replaced by the present master of the dredger, John Dickenson.

PAY-UP OR MOVE

A CORNISH fisherman is fighting Falmouth Harbour Commissioners' decision to impose a 25 per cent surcharge on commercial boats using moorings.

David Muirhead, secretary of Falmouth and Flushing Fishermen's Co-op, told *Fishing News* that it is unheard of to charge commercial vessels more than yachts for moorings.

He has refused to pay the surcharge so far and he claims, he has been told his mooring will be allocated to someone else within a month unless he pays.

Skipper Muirhead works the 27ft. Ann. Margaret (PZ 389) and has used the mooring for six or seven years. The mooring was laid out for him and has been inspected annually. No other facilities are involved.

He has appealed against the surcharge to the National Ports Council and, now, is asking the Fisheries Organisation Society to take up the matter.

Skipper Muirhead pays £38 to moor his

boat for the summer, plus 50 per cent extra to keep her there through the winter.

He says that in 1973 he paid only £7.50 for the use of the mooring.

"I've got to have the mooring to earn a living," Skipper Muirhead told *Fishing News*. "I would like to know of any other port where commercial vessels pay more than yachts." (He can be contacted through the co-op).

Captain Banks told *Fishing News* that it is the policy of the commissioners to make the 25 per cent surcharge. Commercial users can sub-let the mooring as boatyards do, and pass the cost on to the customer, he said.

When it was pointed out that fishermen do not have a customer to pass the charge on to, Captain Banks said that the matter was brought up before the harbour board, which charges are next reviewed in January. An alteration would take effect from April 1978.

Only two fishermen have objected, he said, but the board may then have a change of heart.

NEW LANDING BASE AT FALMOUTH



WITH a big mackerel season coming up the problem of landing space in the south-west could be considerably eased with a new operation at Falmouth. Consent has been given for Clenham Management Ltd. to use the western wharf of the docks from which there are direct road and rail links, under licence from Falmouth Dock and Engineering Co.

Apart from the 1,000ft. of extra quay space this will provide for interested fishermen, there will be a spin-off for the local community in terms of jobs, and Falmouth Ship Repair Ltd. expect a flow of work from the increased activity. With a bunkering agency, Clenham are providing a fully integrated service for the fishing industry.

Suffer

Transshipping of catches will also be handled by the operation and the position of the western wharf should help with some of the environmental problems which local

residents have had to suffer in the port.

Despite a three-month study by the Department of Trade aimed at finding a solution to the problems of TV interference, noise and smell due to factory ship operations it looks as if local residents will have to face up to these discomforts again next winter.

The Harbour Commissioners are to issue guidance on how best to cut down pollution, noise and TV interference in the hope that the owners will comply.

Companies interested in using the new fish landing facilities should contact: Clenham Management Ltd. Telephone: Falmouth 315007.

Two in a day at Hull

HULL opened this week with two landings from locally-based distant water wet trawlers. Total turnout was 2,902 kits and both vessels had been on White Sea trips.

Newington's C.S. Forester (Sk. W. Brettell) realised £44,370 for 1,696 kits caught in a 26-day trip, while BUT's Lord St. Vincent (Sk. W. Heath) — out for 24 days — realised £30,390 for 1,207 kits.

CAMPBELTOWN Shipyard has launched the second of four 87ft. steel stern trawlers ordered by Faroese fishermen. The vessel is named *Fram* — Faroese for onward.

Tamar on target for Scotland

A DEVON firm producing GRP hulls is beginning to make its mark in Scotland. Two orders from North of the Border have been placed with Tamar Boat Enterprises of Plymouth, moulders of the Tamar 2000 hull.

The first order has already been completed and delivered to Scottish agents, North Channel Yachts of Dunbartonshire.

This 23ft. 6in. boat is for Loch Linne fishermen, Mr. Ian Wallace of Port Appin, near Oban. She will be used for potting and line fishing. Another hull, which was exhibited at the Catch '78 show in Aberdeen, last month, was ordered by a local

fisherman for operation out of Cruden Bay.

The boat for Port Appin is powered by a Thorneycroft 90 diesel engine. She will carry a Spencer Carter pot and line hauler, Seavoice radio and Simrad EY sounder.

The Tamar 2000 hull has an 8ft. 6in. beam which is carried well aft to the transom stern, and can be fitted with an engine range of 20-45bhp.

A feature of the design is an offset wheelhouse and a large working deck.

The hull sold at the Aberdeen show was fitted with a Pettor PJ3 slow revving, high torque engine.

New 30-footer on the way: see page 11.

'MIRANDA' STILL HAS USEFUL ROLE

SIR, It might be construed from a paragraph in the article by Professor Mair (*Fishing News*, June 23) that since the discontinuance of fishing by British vessels in Icelandic waters there has been no effective alternative employment for *Miranda*. This is not the case.

During the winter 1978/79, after consultation between DoT, BFF and MAFF *Miranda* was deployed to the East Greenland grounds.

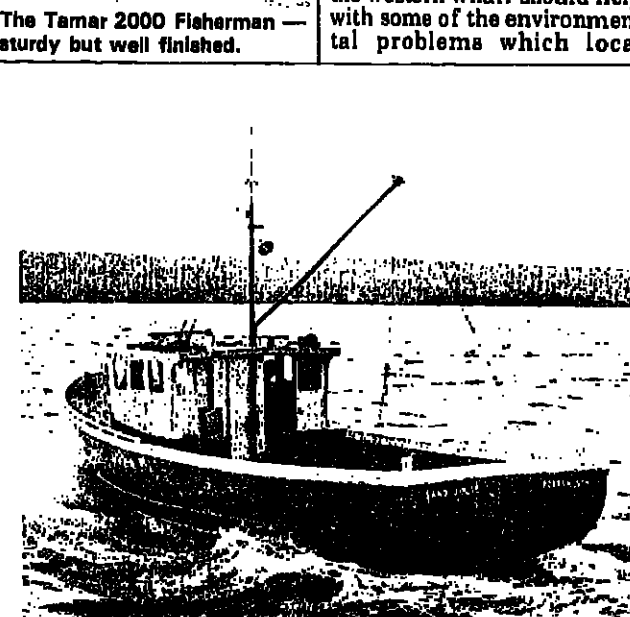
Last winter, again after correspondence between these three bodies, *Miranda* was deployed to the Bear Island / Barents Sea / Norwegian coast grounds where, between December and May, she gave effective support at sea to the

LETTERS

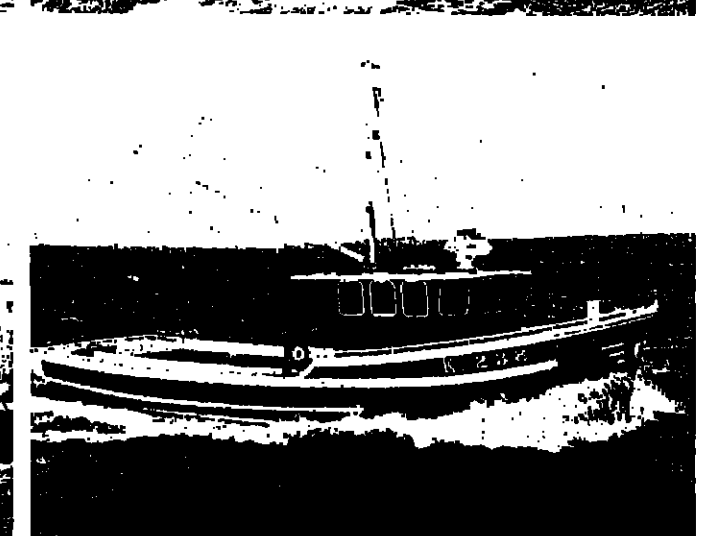
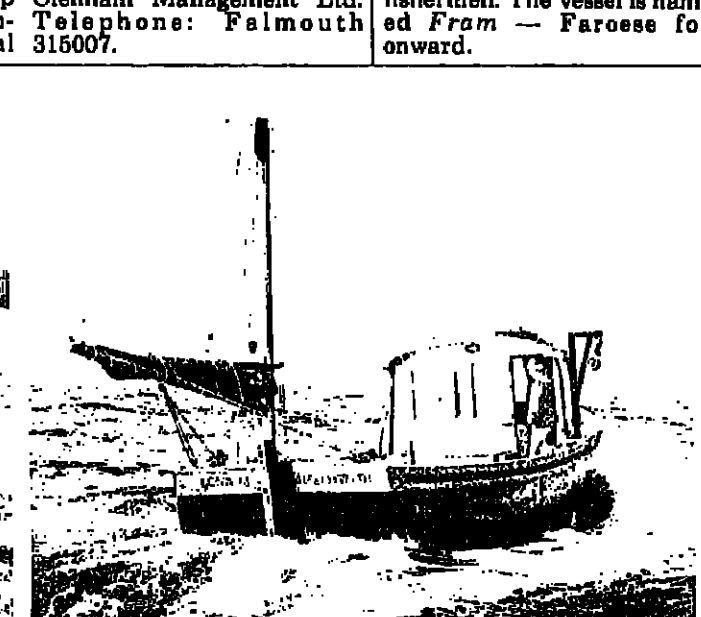
This total includes 61 medical services (not including medical advice by radio), 42 technical repairs and 164 logistic tasks (the latter comprising mostly the transfer at sea of personnel and stores).

Whether *Miranda* will be similarly employed this coming winter will be considered by the departments concerned and the BFF later this year.

D. V. ROBERTS, Master, HM Coastguard Ship *Miranda*.



Photos courtesy of: J. Duncan & Sons, Orkney, top left, bottom right. Treves Marine Ltd., Cornwall, top right. Greenhill Bros., Fleetwood, bottom left.



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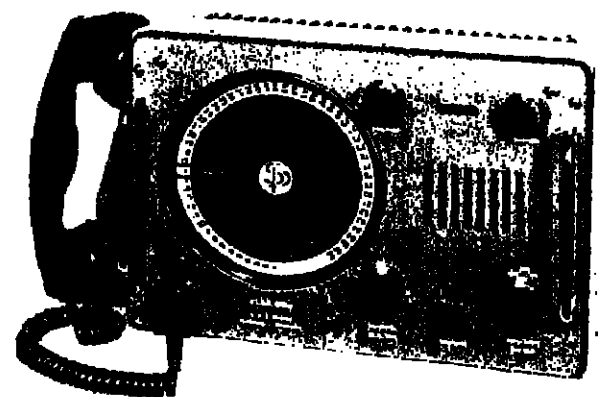


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ANY DECCA DEPOT

FIRST INTERNATIONAL FROZEN FOOD EXHIBITION AND CONFERENCE

THE EEC fleet is twice as big as it should be and fishing effort must be cut back by half. This was stated by Flindus chief Mick Coburn, who chaired a Fisheries Workshop at the First International Frozen Food Industries' Conference, which attracted leading speakers from Europe, the United States and Canada, to London last week.

But there was a superb future if we look after our limits and conserve, said Mr Coburn. A lot would depend on the 'silly fellows' in Brussels making-up their minds what they were going to do about limits.

Moving closer to home, Mr Coburn said that "rust" was the one word to describe the Humber ports. "It is a horrifying sight to see enormous fleets doing nothing". There was no reason for Britain to accept a Community policy that did not provide compensation for the loss of

Cut fleet in half-Coburn



Conference chairman Mick Coburn (left) with Robert Erkins, one of the speakers from the United States.

distant water fishing grounds and the social problems that had been created.

Mr Coburn also pointed out the "scandals" of indiscriminate industrial

fishing and "artificially created" food surpluses. In a world short of protein there was a moral responsibility to husband resources as efficiently as possible, he added.

Also taking up the theme that the Community fleet should be reduced was White Fish Authority chairman, Charles Meek. Although he did not go along with the theory that the fleet was twice as big as it should be, Mr Meek pointed out the problems of how reduction of effort should be tackled.

"Do you take out one purse seiner or six other vessels of equal capacity?"

With all the talk about adapting to a new era in

Fish firms on export trail

THE EXPORT market for frozen fish is alive and well but home demand has lost its bite. This was the view on the fish stands at the First International Frozen Food Industries' Exhibition, which closed in London last week.

Over 100 firms participated in the show, at Olympia, which drew its main attendance from overseas. With home buyers few and far between there was also some visible strain among the British fish trade exhibitors at the onslaught of exhibitors they are now faced with.

"Three frozen food shows in a year — its just too much," was typical of the comments among weary exhibitors. Why don't the organisers of all these shows get together and have one major exhibition, they pleaded.

Evidence of the overseas demand for fish products was seen on the stand of F. Smales & Son (Fish Merchants) Ltd., from Hull. Apart from interests in its well-known range of *Billy Boy* Seafood packs the stand was also handling some unusual inquiries for whelks from Japan.

Buying supplies from Shetland, Smales main outlet for the lowly whelk has mainly been in the UK.

From the other side of the Humber, the fast growing firm of North Wall Fish, which has previously only supplied the sterling-based market with its Ocean Food brand of high quality fish packs, was gearing up for an assault on the export side of the business.

"From coming to this show we have learned a lot about the different requirements for fish in other countries", said John Holt a partner in the firm. He reported a lot of enquiries for cod and haddock from Europe and from the Far East, where the main interest was in frozen fillets.

On the home side, North Wall were also finding some strong interest from cash-and-carry people, "although visitors from the UK wholesalers had been disappointing", they added.

The founding of North Wall fish has been something of a fast-moving success story. After leaving Associated Fisheries, Colin Harrison and John Holt started the firm only four years ago.

As a supplier of frozen sea cod the firm has built a big reputation with two Norwegian factories supplying under contract.

At the shellfish end of the trade business was booming as usual. Recently moving into the fast growing rock lobster market, Dan-Maid Seafoods/Flying Goose Ltd, had a string of enquiries from France, Sweden, Norway and Germany. Rock lobster supplies come from India.

Just to prove that orders are actually taken at exhibitions, Dan-Maid clinched a 4-tonne contract of prawns from Belgium on the last day of the show.



Rock lobster from India — a big draw on the Dan-Maid stand.



John Holt, partner in the fast growing firm of North Wall Fish with 'Ocean Moods' brand pack.

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fishing. Mr Meek was strongly critical of the lack of a Common Fisheries Policy. "How can we adapt if we do not know what we have to adapt to?"

There had already been some painful adaptation by the British fleet which Mr Meek hoped the EEC was going to take into account. These were the loss of distant water fishing grounds and the sudden dominance of mackerel over cod. "Until the policy is settled, we cannot adapt any more," stated Mr Meek.

Taking up the thorny problem of industrial fishing, Dr. Torry Director, Dr. Geoffrey Burgess saw no reason to outlaw this type of fishing. The people who need fish cannot afford to buy it, therefore it is more profitable to make it into fish meal.

Turning to the future Dr. Burgess said he was not optimistic about having any surplus fish. "There will be a shortage in the future as far as I can see."

Even if Britain got all the cod in EEC waters, it would not meet our requirements, pointed out Dr. Burgess. The only answer is to look at underutilised species.

Blue whiting must be used in an integrated outlet as blocks, fish meal, petfood and surimi, etc.

Technology will move toward dealing with smaller fish, predicted Dr. Burgess. Blue Whiting is a simple problem compared with some very small fish that will have to be used.

Of all the unexploited fish, Dr. Burgess felt that the greater silver smelt were perhaps the most promising and there was also more scope for horse mackerel, he pointed out.

WARNING FOR PO'S PROCESSORS

In the EEC are concerned about restrictive practices being carried out by some Producers' Organisations. "The PO's have responsibilities under the Treaty of Rome and they will be reminded of this", Mr D. Brooks marketing executive with the EEC Commission, told the Frozen Foods Conference, last week.

Turning to the problems surrounding the Common Fisheries Policy, Mr. Brooks said that nobody wants to see the present uncertainty going on any longer.

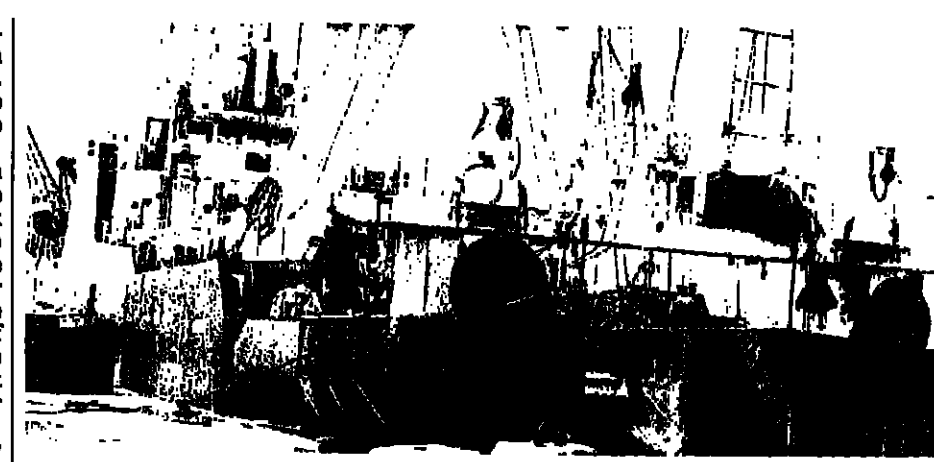
Taking up British demands for a "Sea Lion" share of fish quotas, Mr Brooks added: "The Sea Lions are likely to be fed elsewhere between 1979 and 1989."

While saying that there should be an agreement on the CFP in the "not too distant future", Mr Brooks reminded the conference that it had taken 25 years to settle a policy on coal.

The EEC caught a blast from Canada, when the Minister of Fisheries for Newfoundland, Walter Carter said that high import duties were stopping his country competing on the fish market.

Canadian fish products are having to surmount a barrier of between 13 and 25 per cent while other third countries like Norway and Iceland are subject to only 3 per cent duty.

The importance of alternative markets for Canada, was underlined when Mr Carter said that the present number one customer, the United States, would not be able to absorb all the fish that is now being produced.



Goth: back in Grimsby after her disaster on the Greenland shrimps.

Norway gets edgy over regulations

FOREIGN fleets are not taking Norway's regulations seriously. Talking to the fishermen's regional council in Troms, Norwegian Law of the Sea Minister Jens Evensen said it is high time to get rid of the provisional regulations governing fishery relations between the EEC and Norway.

This issue was being taken up with British Fisheries Minister John Silkin when he was in Norway last week.

Mr. Evensen reported that the Norwegian Coastguard inspected 223 fishing boats in the Norwegian zone between January and May this year and found that 20 of 44 British trawlers were in some way violating of the rules. In addition, 41 Soviet trawlers were boarded and inspected, 33 from W. Germany, 24 from E. Germany and the remainder from Spain, Portugal, Faroe, France, the Netherlands, and Denmark.

The total of 59 violations shows that both Norwegian and foreign trawlers do not take the regulations seriously, according to Mr. Evensen. It may be necessary to get tougher and replace the written warnings given in 36 of the cases of violation, by fines he said.

Mr. Evensen added that the grey zone agreement, just renewed for another year, has functioned as it was supposed to and created calm and order in an area where there could have been continuous conflicts.

This opinion was attacked by a representative from the Conservative Party who said indisputable Norwegian territory had been given up and large-scale fishing in the Norwegian zone taken out of Norwegian control.

...but they want our fishermen

OUT of work foreign fishermen can now apply for work on Norwegian trawlers when the crew are on vacation.

There is also a chance that British fishermen can jump on the band wagon. Although the Labour Directorate has given owners permission to recruit Icelandic, Faroese and Danish fishermen, Fisheries Minister Elvind Bolle told *Fishing News* that he had nothing against British men applying but that the final decision would be up to the Directorate and the language barrier may be a problem.

The foreign help will be used in the summer months to begin with but it may be necessary to hire abroad for the rest of the year as well, according to the chairman of the Norwegian Trawler Owners Association.

FREEZER ABANDONS SHRIMPS

THE FREEZER trawler *Goth* which found itself under arrest last month at the start of a shrimping trip off the west coast of Greenland, arrived back in Grimsby last week.

After owners BUT had put up a sum of money to secure her release, which unconfirmed reports put at over £18,000, the 1,448-ton vessel sailed straight out of Greenland's territorial waters and headed, more or less, directly back to Humber-side.

A spokesman for BUT said the company had now abandoned further plans to continue the experimental shrimp fishing off Greenland and after inter-trip servicing *Goth* would be heading for the north-east Arctic grounds and resume bottom trawling.

This will be the four-year-old trawler's first conventional trip this year as it was put onto the winter mackerel fishing as a replacement for *Conqueror* when that vessel was lost off the south-west last Christmas.

All in all it was not a happy

week for BUT personnel at Grimsby where the first big batch of the recently announced redundancies left the firm last Friday. It was understood almost a hundred shore jobs in every department have now been wound up of the original figure of 190 redundancies in Grimsby.

'Storjen' on fire

THE LAST mile home proved disastrous for the new owner/shipper of the Olan-registered *Storjen* when the 60-ft. trawler caught fire and sank on her homeward journey after being bought only a week before.

A sea and air search was initiated when Finesse coastguard spotted flames from the vessel.

The crew of two, Mr. White and Alun McIntyre, had launched their dinghy and were under way to Dunbar. They were later picked-up by a yacht.

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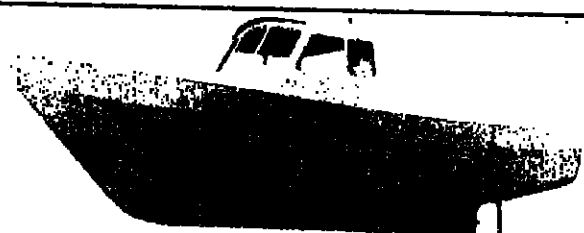
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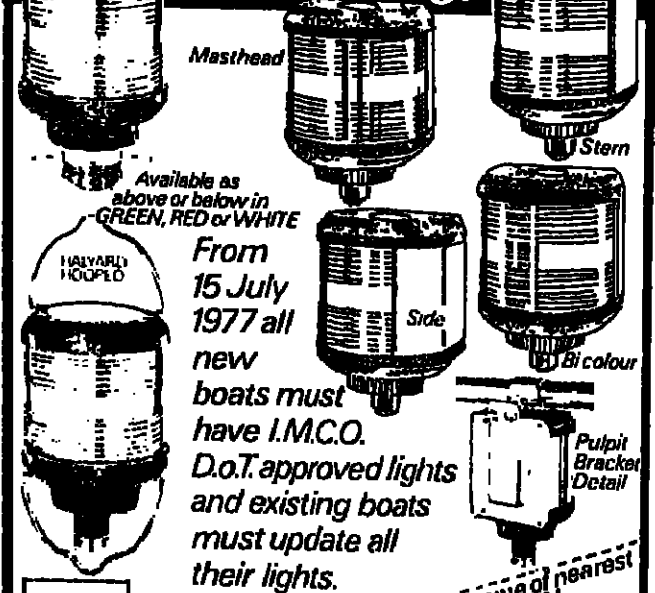
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Vianova: first distant water trip in six months when she landed a 1,003-kit catch at Grimsby last week.

IT'S TAKE YOUR PICK WITH COD

CONTINUALLY changing prices from one day's market to the next — especially for cod and codling — caused problems again at Grimsby last week.

With supplies exceeding 25,000 kits, plus plentiful overland fish, merchants were able to pick and choose to such an extent that vessel owners could not predict with any degree of accuracy what a trip might make. Prices rose and fell by as much as £12 to £15 per kit from one day to the next.

Both the week's distant water trips had big hauls of cod and they suffered as a consequence. Boston Group's *Boston Halifax* (Sk. Ray

Harries), back fishing after a six-week spell on the sidelines for winch modifications, was not too badly hit and grossed £41,605 from 1,390 kits after a 22-day Norway coast trip.

However, BUT's *Vianova* (Sk. Eddie St. Pierre) made only £30,046 from 1,003 kits on the 559-tonner's first outing of the year, also to the Norway coast, after being laid-up for six months.

It was a big disappointment to BUT, but the trawler which operates on a trip-to-trip basis on a borrowed north-east Arctic licence has since sailed again.

Top tripper amongst the middle waters ships, now working the North Sea side of the Scottish islands, was *Rose Kelvin* (Sk. Roy Kurz) which

picked-up £20,048 from 679 kits after 14 days on last Friday's market.

Consolidated Fisheries' *Carlisle* (Sk. Keith Heron), on what should have been a better market earlier in the week, had to settle for second spot with £19,576 from 757 kits.

H. L. Taylor brought in the first Farosee trip for over six months and grossed £17,612 from a nicely mixed 17-day trip by *Yesso* (Sk. Peter Brown), whilst Lindsey Trawlers' *Lofoten* (Sk. Alan Hutton) produced its best effort of the year and grossed £12,153 from 380 kits, mostly sizeable flats, from a 13-day North Sea voyage.

Lost fishing time whilst switching Skipper Pat Philip-

son on to BUT's *Rose Kelly* place of Skipper Mick New, who had been taken ill, was factor in a 16-day trip which produced just 413 kits, well over half cod. It temporarily halted the former distant water ship's run of good earnings with £11,231.

Rasmie came very close to breaking his own port seine earnings record with another outstanding trip worth £14,231 from 13 days, mostly on the flats, and was nearly £5,000 clear of a whole pack of vessels around the eight or nine thousand pound mark.

Agents Sam Chapman & Sons Ltd. also took the runners-up spot with *Joe Nielsen* (Sk. Boie Andersen) on £9,826.

Net-chase patrol boat bumps bar

A BAILIFF's patrol boat scraped along a harbour bar in pursuit of a cobbler from which an excessive length of drift net had been cast for fishing in the North Sea. Alnwick Magistrates court were told last week.

George Hawkes, solicitor prosecuting for the Northumbria Water Authority, told how bailiffs on patrol on the opening day of the salmon season spotted the cobbler *Rose of Sharon* operating off the Northumberland coast near Amble.

On board were Skipper Redford Armstrong, 60, and his brother William, 52, both of Amble.

The cobbler was displaying a salmon fishing licence but radar measurements taken by bailiffs showed the net was more than the legal 600 yards in length.

Skipper Armstrong was asked to remove the excess net but he replied: "You are not going to get our net." Patrol boat engineer, James Jackson, asked for the two men's names but they refused.

The master, James Flett, said if they were not satisfied with the measurements they should follow the patrol boat into harbour so that the net could be measured again.

Mr. Hawkes claimed that Skipper Armstrong had shouted at the bailiffs and

Rose of Sharon continued fishing. The patrol boat kept watch. Mr. Hawkes said the accused hauled in the nets and went alongside the patrol boat and Skipper Armstrong shouted: "I have decided we have found another 100 yards of net we did not know we had."

The cobbler then steamed off for Amble harbour with the patrol boat following, but the cobbler took a short cut and the patrol boat had to scrape along the bottom of the harbour at the bar to get in because the water level was low.

The bailiffs saw the cobbler moored beside a fishing boat and two men cutting sections of the net. They were asked for their names but refused. Bailiffs then seized a net 624 yards long and found another 80 yards in a plastic bag on board the boat.

Skipper Armstrong told the court he had given his name when the bailiffs first asked and added that when he got ashore, he telephoned the police because the bailiffs were provoking him.

He added they had not "run away" but simply headed for harbour because of a force eight gale. He claimed they were not cutting the net but simply loosening sections of it.

William Armstrong said he had just gone along to help his

brother out because he had been let down by someone else.

Skipper Armstrong was found guilty and his brother cleared after both denied refusing to give a fishing net to a bailiff. Both were found not guilty of wilfully obstructing a water bailiff.

Both pleaded guilty to unlawful use of a drift net in excess of 600 yards. Skipper Armstrong was found guilty and his brother not guilty of refusing to give his name and address to a bailiff and both admitted fishing with an unlicensed instrument.

Skipper Armstrong was fined a total of £120, with £30 costs, and William Armstrong £15, with £10 costs.

SPEEDWELL SOLD

BOSTON Deep Sea Fisheries at Fleetwood has sold its 49-ton pocket trawler *Speedwell* (FR 146) to the Warbler Fishing Co.

The vessel left Fleetwood last week for Lowestoft where she was due to undergo a number of structural alterations to enable her to operate as a pair trawler from Grimsby.

The vessel will be managed at Grimsby by the Tom Slight (F.S.) Ltd. agency.

RECORD WORLD CATCH

THE WORLD fish catch in 1976 hit an all time high of 73.5 million tonnes, according to FAO figures.

In the period 1946 to 1976 world fish catches increased steadily at around seven per cent per annum. Since 1970 catches have fluctuated markedly from year to year, usually as a result of the variations in the landings of anchovies in Peru.

This levelling out of catches in the 1970s suggests that the more readily available stocks are now fully exploited. Any further increase in the world's fish catch will now depend on proper management and on the utilisation of existing less commercially attractive stocks.

Most of the UK's fishing effort is concentrated in the waters of the north-east Atlantic. The total catch from this area in 1976 was a record 15m. tons.

Virtually all of this increase was due to an increased catch of capelin which amounted to some three million tons. In these waters blue whiting is probably the only remaining under-exploited stock. But the increasing attention being paid to this stock is reflected in the catch which exceeded 100,000 tons in 1976.

July 7, 1978

Nightmare

HASTINGS skipper, Michael Edmonds, lost £1,000 worth of gear when a beam trawler — believed to be based at Portsmouth — ploughed through the nets of his lugger *Girl Frankie*.

He also lost a night's fishing. Hastings MP, Kenneth Warren, said: "While we are fighting for our rights in Europe to fish in our own waters it is intolerable and stupid that British fishermen should destroy the nets of the men of Hastings."

"I am making a vigorous protest to the Minister and demanding an answer in the Commons."

WHITBY SHIPYARD has re-opened and is expected to be fully operational by the end of the summer.

The yard closed last July with the loss of 23 jobs. Machinery was removed by an official receiver dealing

with the affairs of the former tenants, Phoenix Shipbuilders of Beverley and Whitby. It is now being run by a new company, Esk Marine Ltd.

The equipment has now been returned to the yard following a successful fight by the yard owner, Dr. Ismail.

to prove that the machinery was his property. Dr. Ismail bought the yard in 1974.

"The yard has been offered for sale but we will carry on as if it is not and get it back to what it was — to give a service to the fishing community," said Dr. Ismail.

"It depends on the support from the various people in the town whether the company will go back to the size of employing 40 to 50 men."

Dr. Ismail said that a

number of fishing boats had already booked in for repairs on the slipway.

"The fishermen have been desperate to come back — I was asked time and time again," he explained.

"The company is to concentrate on repairs and services and eventually hopes to go back to building wooden boats."

"This new company has no link with Phoenix in any shape or form, in a directorship or anything of that nature," said Dr. Ismail.

CORE HULL FOR SHOW BOAT

THE FIRST of the new Versatility GRP hulls with a foam core has arrived at the Hamble, Southampton, yard of Rank Marine.

Here it will be completed as a work/fishing boat to become the first of a production series known as the Rank Versatility range.

Versatility has incorporated the foam to give increased insulation, better sound damping and to remove the need for framing which takes up valuable internal space.

Versatility feels that it has overcome any foam bonding problem and the fact that the hulls have White Fish Authority approval would bear this out.

Caro has to be taken in fitting out foam GRP hulls, particularly with skin fittings and through hull fastenings.

Rank Marine has a great deal of experience fitting out hulls of various types and fishing vessels use the firm's slip on the Hamble River.

The first Rank Versatility boat will be on show at the Southampton Boat Show in September.

Left: the Portsmouth-based *Zuidzee* on the Rank Marine's River Hamble slipway. Fishermen can carry out their own maintenance.

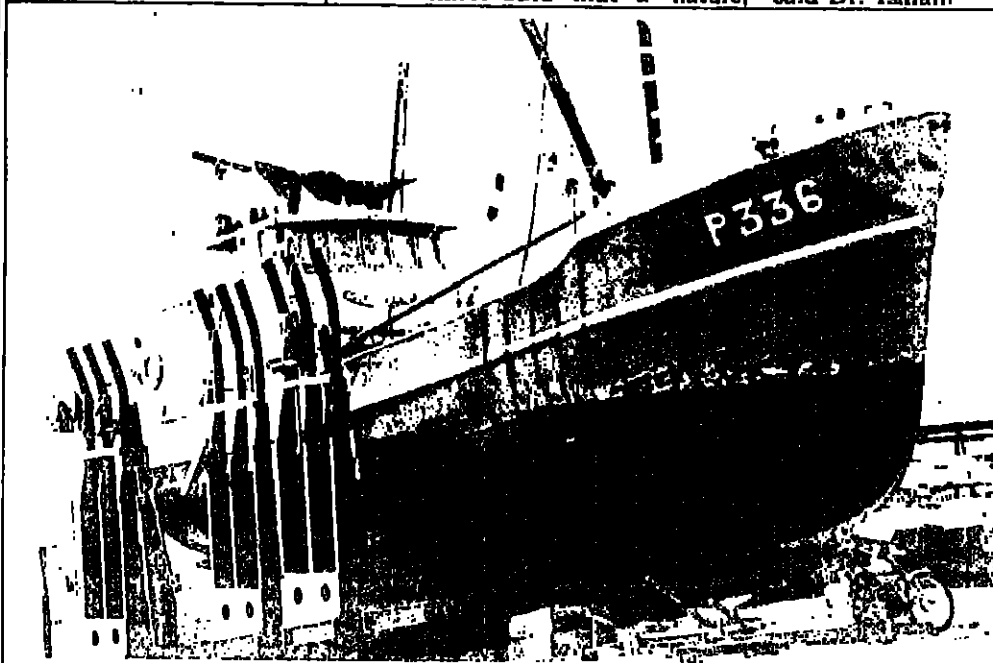
OIL FUND CLAIMS REACH 367

A TOTAL of £118,000 has now been paid to fishermen for damage to fishing gear and resulting hardship by oil related debris.

The Fisheries and Offshore Oil Consultative Group was told this at Aberdeen on Wednesday last week. Since 1974 a total of 367 claims have been received.

Settlement had been paid by oil companies in 154 cases at a cost of about £89,000, while 121 cases amounting to £47,000 were agreed by the UK Offshore Operators' Association Fund Management Committee. UKOFA also agreed to a fresh injection to the fund of £15,000, with a further £15,000 next January.

Discussions were continuing about the scope of the scheme and its updating "to take account of need." It was also agreed that the sub-group on buoys be reconvened to discuss the continuing difficulties of marking and loss.



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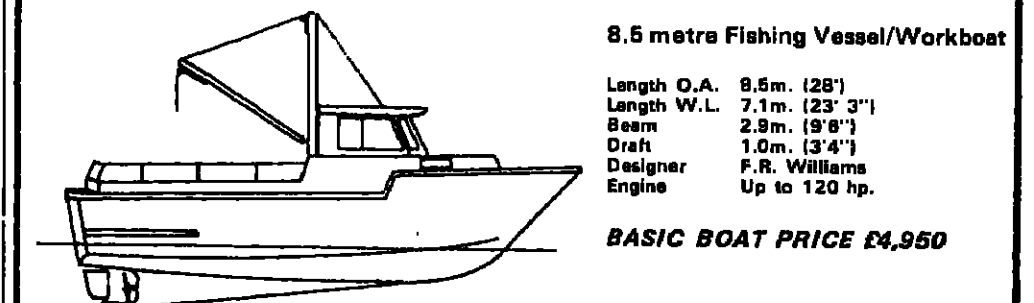
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Beam	2.8m. (9' 6")
Draft	1.0m. (3' 4")
Designer	F.R. Williams
Engine	Up to 120 hp.
BASIC BOAT PRICE £4,950	

11 metre Fishing Vessel
Length O.A. 11.0m. (36')
Length W.L. 9.4m. (30' 10")
Beam 3.8m. (12' 6")
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Up to 100hp
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Ballast 4 tonnes approx.
BASIC BOAT PRICE £12,785
Basic boat in all cases includes the following: Hull, Deck and Superstructure, engine beds, stern tube, rudder, stock and tube, fuel and water tanks. All fitted. Window and scupper apertures cut to instructions. Shot blasted and primed with two coats of zinc-rich epoxy based paint.
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'Westward Ho!' at the show

THE FORMER Faroese sailing fishing vessel *Westward Ho!*, which was built at Grimsby in 1884, sailed in to the show.

The vessel had been restored to her original state by a trust set up in Faroese by skippers, businessmen and other interested people. In command of *Westward Ho!* is 68-year-old Debes Christensen. He carried supplies into fish-starved Britain during the Second World War and landed mainly at Aberdeen.

Westward Ho! came to Faroese in the early part of the century and, up to 1940, she fished cod at Faroese, Iceland, Greenland and Bear Island. In the late 1920s an engine was installed and, during World War II, she sailed to Aberdeen with food. After the war she returned to long-lining and herring fishing, coming out of service in 1961.

The Faroese set up the Sluppin Foundation to preserve the veteran fishing boat and Captain Christensen sailed her to Aberdeen in 48 hours with a crew of nine.

Sofus Poulsen, deputy Faroese commercial attaché at Aberdeen, said the vessel's engine was removed in 1988 and £10,000 was spent on rigging, sails and repairs.



Aboard *Westward Ho!* are (left to right): Debes Christensen, Sjurden Samuelson, Paul Peterson and Kaku Johansen.

BIGGEST HULL ON THE GO AGAIN?

HALMATIC (Scotland) is heading back to the big-time with a new name soon to be announced and expansion plans underway at the firm's Orkney factory.

The Skerries 24 made its debut at Catch '78, as did a 14 ft. GRP traditional-type Orkney dinghy for inshore work. Price is £280 plus VAT.

There was renewed interest in the Halmatic 54 ft. GRP hull from skippers in north and west Scotland. One skipper hopes to order the 54 ft. x 18 ft. x 8 ft. GRP boat fitted with rope reels for

operation as a seiner-trawler. Halmatic brought a 36 ft. Mk. 1 hull to the show and this is bound for Ireland, where it will be completed by Hickey Boats of Galway.

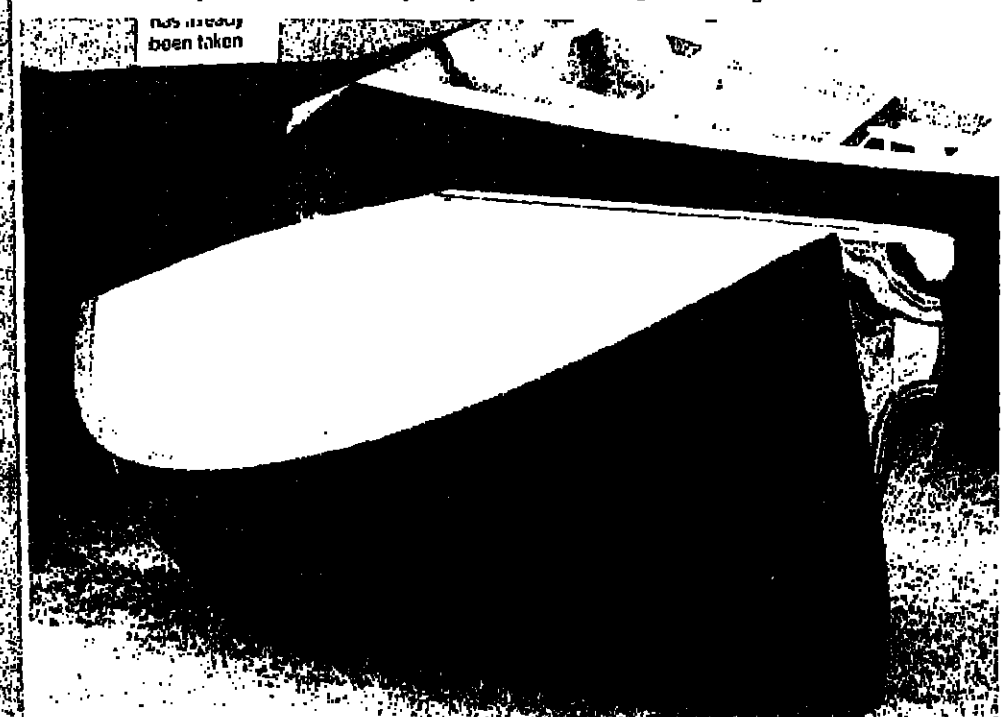
Completed

The first Skerries 24 is for Northern Ireland and she will be completed for Rathlin Island man, Vincent Cecil, with a Lister STW3MGR diesel of 30 hp at 2,600 rpm. Hauling will be with a Spencer-Carter 1,000 lb. capstan/line hauler and Wagner hydraulic steering.

Halmatic has built five 36-footers for Ireland and a similar number of 29-footers. A new departure is planned to send boats to Newfoundland.

The firm's expansion plans include a temporary blow-up factory for fitting out half-a-dozen boats at a time. This will leave the main factory free to mould hulls.

The blow-up factory will be replaced in two years' time with a new 15,000 sq. ft. building. A recent appointment is Bill Park as production and commercial manager.



New from Halmatic is the 14 ft. traditional-type Orkney dinghy.

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Yard's high hopes

TAKING part in an Aberdeen show for the first time was Richards (Shipbuilders) Ltd. of Lowestoft and Yarmouth.

A spokesman for the firm said there is a lot of interest in new building among Aberdeen owners and the company feels there is an expanding market in the port for the smaller stern trawlers.

Richards' current building programme includes two small stern trawlers for Aberdeen: the 86 ft. *River Dee* for Skipper William Wilson and a slightly larger vessel for George Wood (Aberdeen) Ltd.

Earlier this year the yard completed the 86ft. stern trawler *Speyside* for Skipper Peter Simpson, in association with Aberdeen's Spinningdale Fishing Co. Another order is for an 87 ft. stern trawler for an English owner.

Reflecting the general move towards landing fish in top quality, the

vessel is to be fitted with refrigerated seawater tanks. She will be powered by a Mirreless Blackstone 1200 hp engine turning a Liaison controllable pitch

propeller. Other will include Hy Brattvaag wheel net drum, also a fish pump. Her room will carry UMS classification.

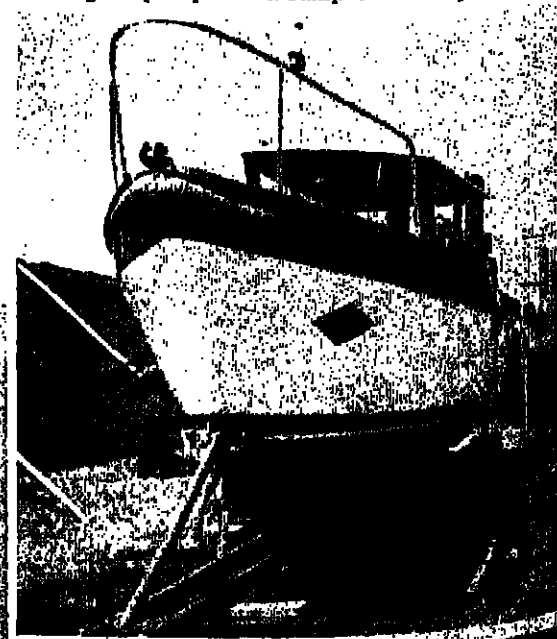
THE RIGHT GEAR

A NEW gearbox being exhibited for the first time at lot of interest at the show. This was the MRF 80/80 from Self-Changing Gears.

An oil operated reversing/reduction gearbox, units has recently been fitted to a 73ft. trawler at fish hold and Thornycroft 80 units has 4.78:1 reduction and is coupled to a 470hp diesel engine.

The latest unit is a development of the SGC type box and incorporates increased capacity clutching mounting is directly on the engine.

Optional extra equipment includes a 'sequant' trailing oil pump and a sump oil drain pump.



Reels for smaller boats

THE Danish firm Grenaa Smedie & Maskinfabrik, came to Catch '78. Through its UK importers, Anglo-Dansk Maskinfabrik, it has supplied many units to the Grimsby

English-based vessels out-ride Grimsby fitted with the 88ft. *Ne Nielsen* which fishes out of North Shields under Skipper Cliff Ellis.

During the past year Grenaa reels have been supplied to several vessels in Hartlepool, including the flydragging seiner *Prospektion* which is only 45 ft. long. Her skipper chose the reels for their compact size.

One of the biggest assets of the Grenaa reels, which are known as the Grenaa Stunt Machine, is that they are made in 120 sizes and are, therefore, suitable for any type of boat.

Earlier this year the Arbroath firm of Alexander Birse and Son was appointed as a Scottish sub-agent for Grenaa and fitted a two-drum reel to the 56 ft. local vessel *Silver Crest*.

Birse now has several installations in hand and the unit on show at the exhibition is to be fitted to another Arbroath vessel, *Eight Belles*.

Construction of the Grenaa reels is simple so that repair and maintenance can be carried out at sea by fishermen.

Standard international components, including Danfoss motors and Vickers pumps, are supplied with the reels and controls can be fitted either on deck or in the wheelhouse.

TAMAR'S SUCCESS

SCOTTISH fishermen were showing a lot of interest in the 23ft. GRP hull produced by Tamar Boat Enterprises of Plymouth.

One hull was sold at the exhibition to an Aberdeen fish merchant for operation out of Cruden Bay.

Designed with an offset wheelhouse and having dual steering and engine controls, this hull looks set to make a hit with shellfishermen.

The 23ft. hull is competitively priced at £5,850, plus VAT, and fittings include two berths, navigation lights, bilge pump, 30 hp engine, and Thornycroft 80 units.

Shortly the firm plans to introduce a 30ft. version designed by R. G. Crowther.

This is expected to cost around £1,700, with a fully-fitted out version at £12,000. First two for Scotland: see page five.

Left: Mike Jenks looks pleased with the reception his Tamar 2000 boat got at the show.



BACK TO WOOD...

DRAWINGS of another new boat for the south-west were seen on the Napier of Arbroath stand.

Skipper Reg Matthews, whose steel boat *Girl Rona* sank off Devon last year, has a wooden 58-footer on order at the J. Hinks and Son yard at Appledore, Devon.

She has been designed by Napier and delivery is expected around September or October. The boat has a length bp of 50 ft.; beam, 18.5 ft.; and depth, 7.75 ft.

The double-bermed boat will be powered by a Baudouin diesel of 295 hp mounted amidships.

Fittings will include a fish pump and fish water separator, plus a sonar.

A first on the boat will be a new net drum for multi-purpose work from South-Western Mechanised Fishing.

Grenaa rope reels have found a big market at Grimsby.

Skipper's firm signs deal

THE Dundee engineering firm Graham Ferrier and Co. is operated by a consortium of 32 shareholders, the majority of whom are skippers.

The fishermen, together with other members of the industry, bought the firm recently to prevent it being sold to a North Sea oil related company.

During the exhibition Ferrier agreed to act as a sales and service agent for the Danish company Grenaa Smedie & Maskinfabrik which makes the Grenaa Stunt-Machine seine rope storage reels. The company also booked an order for a set

of reels for a Fife vessel.

In addition, the firm will operate a sales service for the "Skipper" range of wheelhouse chairs made by E. Vejvad Hansen of Denmark. An agency is also being negotiated for a well-known make of steering gear.

Since the mid-1960s Ferrier has made no fewer than 800 mechanical and hydraulic winch drives and has carried on a repair and overhaul service for these units.

This would have been lost if the firm had been bought by the oil industry.

Chairman of the new consortium is Skipper David

Tod, who fishes out of Pittenweem in the small stern trawler *St. Adrian*.

Manager, George Allen, told *Fishing News* that the firm will continue to manufacture and service winch drives, but it is also carrying out a vigorous expansion programme.

One of the main exhibits on the stand was a type CF combination seine and trawl winch from the Danish firm of Andersen and Sorrig, for which the Dundee firm is sole UK agent.

Right: Ferrier handles the Anderson and Sorrig CF seine-trawl winch.



CATCH '78 REVIEW

a look at some of the exhibitors seen at the Aberdeen show

GRP 55-FOOTER

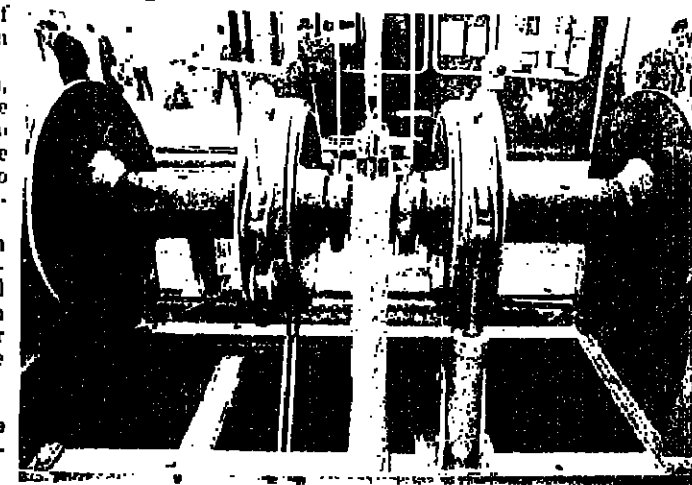
GLASSFIBRE is now well and truly on the march up the size scale for fishing vessel hulls.

After setting the pace in developing a comprehensive range of hulls up to 43 ft. long, Cygnus Marine is now to offer a 55-footer. The hull will be available next year, although no details have been decided yet.

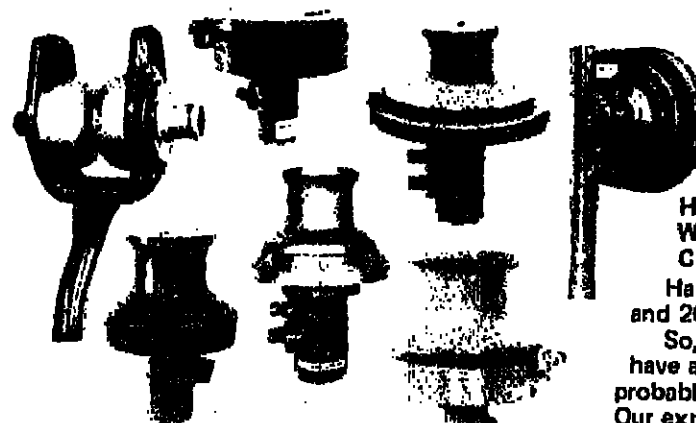
This now starts a battle with the firm's competitors at the other end of the UK — Halmatic.

This Orkney-based company was first in the field with 60 and then 64-footers. Now Cygnus is to go just a little bit longer.

The Cornish-based firm brought a GM28 hull deck and wheelhouse to the show. There was interest across the range from the Scots, especially for the latest 43-footer. (The prototype of this boat is under construction now). Prices range from £65,000 to £70,000 for a fairly well equipped boat.



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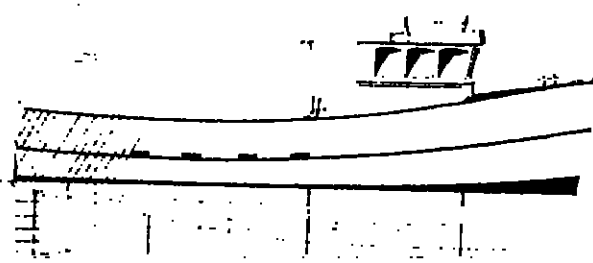
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**Boat for
bar
harbours**

"I HAVE worked a 21 ft. clinker-built boat, designed and built for fishing off a nearby beach, from the harbour here for several years.

"It is particularly suitable for the purpose as there is a sand bar across the entrance and the boat only draws a little over two feet even with all gear and a fair-sized catch on board.

"But, possibly as a result of bumping and boring across the bar on many occasions, the hull is getting beyond repair.

"I have been thinking of replacing her with a glassfibre boat and will probably do so if I can get one with a stronger than average, shallow draught hull. Have you any idea where I can get one?"

"There are probably several moulders who could supply the type of hull you want. Versatility Workboats of Rye, Sussex, for instance, can supply shallow draught hulls approved by the White Fish Authority for working off pebble beaches which would undoubtedly withstand a certain amount of bumping on the bar. The new A4 range building at Porthleven, Cornwall, has a fairly shallow draft, too.

However, a chap near here who wanted a GRP hull for practically the same purpose as the one he has is negotiating a shingle instead of sand — reviewed those available very closely and finally selected the one he considered most suitable. He completed and fitted her out during the winter and he launched the boat recently.

I attended the launching and was able to take a close look at the vessel in and out of

John Burgess' Log

want, or fully completed with a 30 hp Lister diesel installed and equipped with everything necessary to proceed to sea.

**Chain for
bridles**

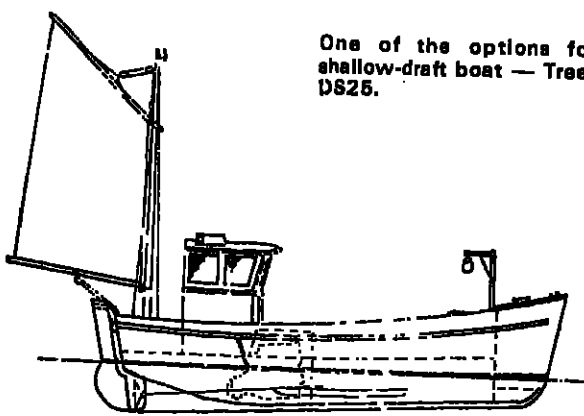
"WHAT is the best type of chain to use for connecting the lower wings of a trawl to the doors?"

"Short link chain made of steel alloy is probably the best of all for it is far stronger than mild steel chain and far more wear resistant.

It is possible that you might find the steel alloy chain recently introduced by the Parsons Chain Co. the best value for money.

It is known as Midlink chain and is made from the same steel as the company's standard short link Trawllex chain. The links in it are a little longer (4d instead of 3d pitch) and it is therefore not quite so heavy.

There are fewer welds in Midlink chain and so it can be produced more cheaply than standard Trawllex chain. Before the new chain was offered to the fishing industry, it was thoroughly tested under normal working conditions, used to transport live eels to markets.



One of the options for a shallow-draft boat — Treeve's DS25.

**Transport
for eels**

"MY PARTNER and I are investigating the commercial aspects of eel trapping.

"We already have a suitable boat and know exactly what it would cost us to buy the number of fyke nets we could handle and approximately what quantity of eels we could take in them between May and September.

"However we don't know what sort of containers are used to transport live eels to Billingsgate.

"Could you give us detailed information about them so that we could estimate what they would cost?"

"Tray cases, stout wooden boxes and polythene bags are

arrive in satisfactory condition.

Polythene bags used for flying live eels to Billingsgate from North America hold about 20 lb. each plus, I believe, a little ice.

Although tray cases and wooden boxes are containers traditionally used to transport live eels to Billingsgate, it could well pay you to investigate the advantages and disadvantages (if any) of using Pachyderm fish boxes for the purpose.

An Irishman has recently ordered 10,000 of them to send live eels to the Continent so they must be suitable in many ways.

They measure 508 mm x 324 x 152 and are made from Pachyderm board which is not only waterproof itself but is lined with polythene on both sides.

They are, therefore, not adversely affected by water or ice and are lighter and consequently easier to handle than wooden cases or boxes.

You don't need much space to store them as they can be stacked flat until you need them and then assembled without difficulty by means of locking slots or staples.

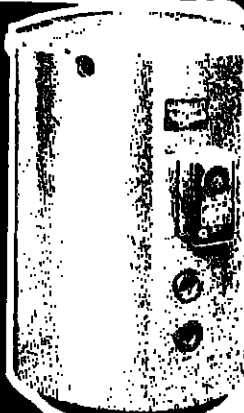
As they are used extensively for transporting other fish, they have drain holes in them so that water can escape as ice melts. And by no means least of their merits is that they are non-returnable.

If you think it might pay you to use them, you can get more particulars about them from DRG Merton Packaging, No. 1 Merton High Street, London SW19.

**ANY
QUESTIONS?**

IF YOU have any questions about boats, equipment, gear or methods, John Burgess is always prepared to try and answer them. If they are sent with a stamped addressed envelope for reply.

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July 7, 1978

**'MAKE ROOM
FOR FREEZERS'**

MILFORD Docks Co.'s board is trying to turn small boats out of part of the harbour.

An angry small boat owner said last week: "If the company's not careful, it could get a blockade of boats across the dock's entrance."

His was the most militant comment in strong reaction to notices which have gone out to about 60 owners of small boats and yachts informing them that they must remove their craft from the docks by July 31 and find "alternative accommodation".

The board's decision, says the letter, is the result of "probable commercial developments."

Just what those developments are were outlined by a local Docks Co. spokesman. He explained that the company expects a big increase in the number of Humber-side freezer trawlers using Milford Docks facilities during the next south-west mackerel season.

The Docks Co. had previously announced plans to remove the verandah

across the seaward side of the fish market for half its length to provide extra cargo berths for the freezer vessels.

Now the board has decided to take down the whole length of the verandah so cranes can get in to unload the freezers at any part of the fish market.

These moves are necessary because the Harkin quayside space is insufficient to meet the needs of the freezers coming here next season.

"It follows that freezer trawlers and their reefer vessels will be manoeuvring and turning, often in high winds in the 'fisheries corner' area of the docks where small craft now tie.

There will be constant hazards involved to small craft which could be seriously damaged, and neither the Docks Co. or the Hull owners are prepared to accept these risks."

A spokesman added: "This scheme will in no way squeeze out the local fishing industry. It will not affect fish market premises or landings by local trawlers."

**Line man's
inshore
'Venture'**

ONE OF THE latest Treeve Marine DS25-based fishing boats to go into service is Sea Venture (KY 10-1) now working from the Scottish east coast port of Crail, Fife.

Sea Venture was fitted out by Scarborough Boats Ltd. for Skipper Alf Smith and his two sons, Jeremy and Brian. They have been operating the boat on prawns and creels for about two months and are very pleased with the craft.

have been prawn trawling successfully, even though the boat is not fitted with a trawl winch. The boat was built without the aid of a White Fish Authority grant, so they decided to economise and fit a North Sea hauler with two sheaves and a barrel which can be used for the creels and when on prawns.

Sea Venture is powered by a Ford 72 hp diesel driving through a Borg-Warner gearbox. She has a forward and offset wheelhouse with a door alongside the hauler.

Design

Sea Venture's GRP hull was designed by Cornish naval architect, Denis Swire, and she has an overall length of 25ft. 8in.; beam, 9ft.; and draft, 2ft. 6in. Being fairly shallow in the draft, she is well suited to inshore work along the coast from Crail.

Skipper Smith and his sons work from St. Andrews to Anstruther, in the Firth of Forth and out of the islands. They work 300 creels and

Pleased

A stove and water tank are fitted and she has hydraulic steering gear by Wagner which the owner says he is very pleased with. She also has a 170-lathom fishing and recording depth sounder.

Skipper Smith is a former greasline fisherman who has decided that, after 17 years of trips to Farnes and Rockall lasting up to 25 days each, the time has come to spend more time with his family.

It was a very interesting job on the line boats Silver Chord, Ocean Trust and Ocean Dawn and he fished with veteran greasline specialist, Skipper Jim Muir, who has now retired.

Another boat Scarborough Boats has recently delivered to Crail is a Treeve Cove Boat. This 16ft. 6in. long GRP-hulled craft is moulded to a design by Gary Mitchell and is being sailed as a hobby by retired pilot, Gordon Lockhart.

Treeve Cove Boat delivered to Crail, Fife.

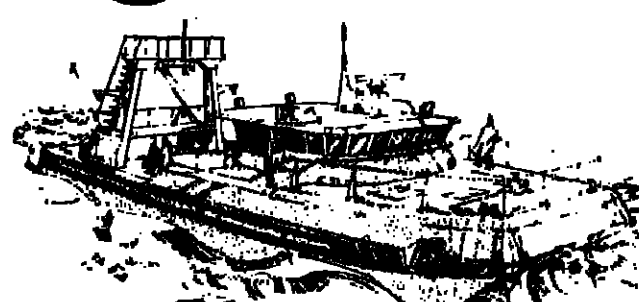
**Plan for big
fishing 'cat'**

SOLARIS MARINE of Southampton has produced plans for a 80 ft. GRP catamaran for offshore fishing.

The hulls of this new design have been specifically designed for a powered application, although the firm is best known for sailing cats.

The large deck space of the cat has been used to give both a big working area and a large wheelhouse. A raised forecastle deck will give adequate headroom in the accommodation below.

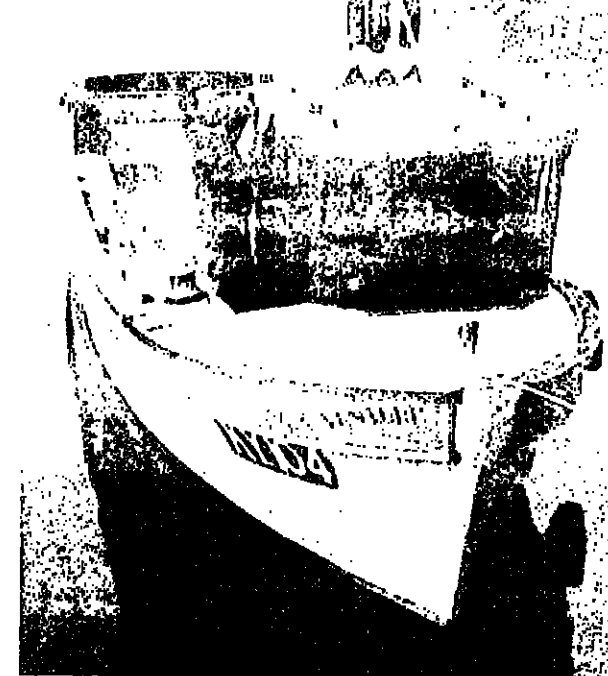
The side hulls are asymmetrical and the connection section between the two superstructure and



The 80 ft. Solaris Marine cat would be built in C-Flex GRP.

bulkheads would be constructed from a GRP/balsa sandwich.

Planned power is twin General Motors diesels with a total power of 530 hp. These will drive propellers in nozzles.

**BEAM TRAWL FIGHTS
THE 'WEED'**

NEW attempts to fight the Japanese seaweed *sargassum muticum* invading harbours and estuaries along the south coast are underway.

Scientists at Portsmouth Polytechnic have spent more than £100,000 on research since the weed was discovered at Bembridge, Isle of Wight, five years ago. They are now concentrating their hopes on containing the colonies already established from Brighton to Plymouth.

A design team have produced a cheap weed cutter, based on a standard beam trawl, capable of dredging up to three tons an hour. Larger versions are also being developed, so that local authorities can clear the weed from areas at peak growing and breeding times.

The device, towed by an in-

**TRAWLER
OWNER
HONOURED**

ABERDEEN trawler owner Mr. David Craig received the OBE at an investiture at Holyrood Palace, Edinburgh on Wednesday.

The honour, announced in the Queen's Birthday Honours List was in recognition of his services to the fishing industry.

A former trawl skipper, Mr. Craig is joint Managing Director of Aberdeen trawler company George Craig & Sons Ltd.

He is chairman of Aberdeen Fishing Vessel Owners' Association and a vice-president of the British Fishing Federation.

He has been prominent in the industry's campaign to secure a 50-mile exclusive control limit within the BEC structure and for more drastic action on conservation of stocks through stringent control of industrial fishing operations.

shore fishing boat, has already been demonstrated to local authorities in Hampshire and surrounding areas which have contributed some £1,000 a year to the research programme.

Plans are now being made available to anyone wanting to copy the design from their own use.

Naming day

THE LATEST addition to the Aberdeen fleet is the stern trawler *River Dee* which will be named at a quayside ceremony at the port tomorrow (Saturday).

The vessel was built by Richards Shipbuilders of Lowestoft for skipper/owner William Wilson who presently commands the pocket trawler *Deaside*.

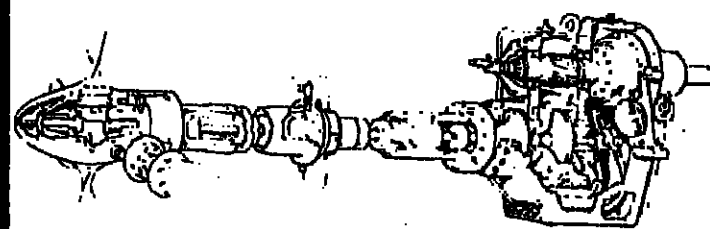
Her port of registration is Portknockie.

A tidy sum! —

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